GrummanWorld

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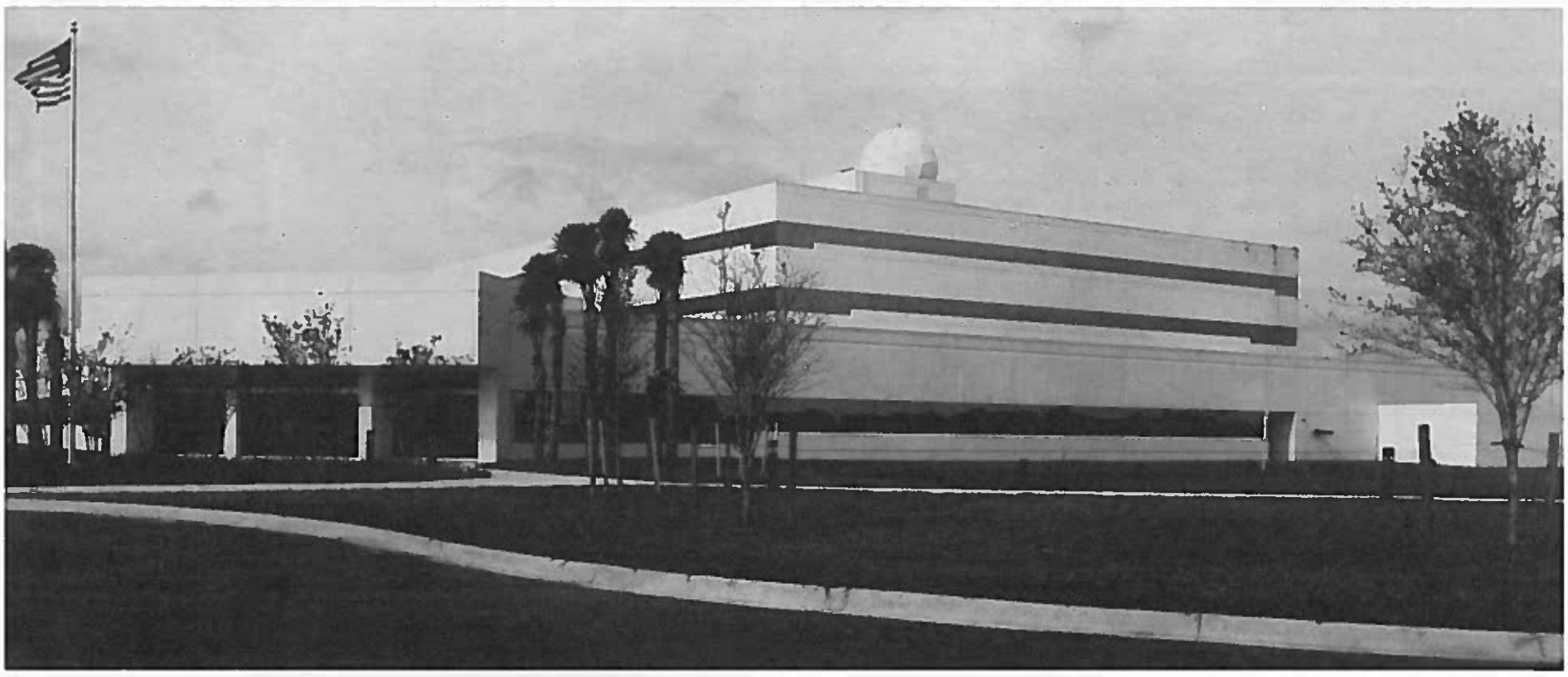

Home Of Joint STARS. *Melbourne Systems' new headquarters is at the west end of the Melbourne Regional Airport. The ITF complex will soon be connected to the Melbourne Regional Airport by a taxiway being constructed by the Airport Authority. The four-story structure is capped off with two antenna farms and a prominent antenna dome which will house the system used to collect test data transmitted from the Joint STARS aircraft during flight tests. The first flight test is slated for 1988.*

Melbourne Systems Dedicates New Headquarters

At new four-story complex in Florida, Grumman Melbourne Systems is developing Joint STARS for the Air Force and Army

MELBOURNE, Florida, January 16, 1987 — Visitors can easily spot Grumman's newest facility in Florida here. Attached to the new, white, four-story complex are two gigantic banners. They read: Grumman Melbourne Systems, Home Of Joint STARS.

Today, company, military, government and community officials gathered to formally dedicate the division's new headquarters. Called the Integration and Test Facility (ITF), the new complex is the principal developmental area for the division's Joint Surveillance Target Attack Radar System (Joint STARS). Grumman Melbourne Systems is the prime contractor of this powerful new surveillance and target acquisition system for the U.S. Air Force and U.S. Army.

At the high noon dedication ceremony, Division President Al Verderosa told attendees that "Joint STARS is a key program for our national defense - and marks a new era for Grumman.

"It is a challenge, but technical challenges are not unknown to us. In fact, they stir our juices. Grummanites often work at the cutting edge of technology and the leading edge of national defense."

Joint STARS' primary role is to provide information enabling airborne and ground units to blunt an enemy's forward movement. The system will identify and target mobile maneuver units close to contact in the first echelon, and further back as they move into the battle area.

"This is a key system we are bringing to the services, because it gives the battlefield commander — should we ever have to go to war — the ability to see where the enemy is," said Army Col. Sidney "Chip" Smith Jr., deputy director of Joint STARS.

"We've always tried to do this with spies, reconnaisance, balloons, and lately, with overhead satellites," said the Army colonel. "For the first time, this system gives us a meaningful way to do so."

"Around the year 4000 B.C., a learned Chinese gentleman was quoted as saying: 'If you know where he is, you can get to him,' " said Air Force Col. Jack Colligan, director of Joint STARS at the Electronic Systems Division, Air Force Systems Command, Hanscom Air Force Base, Massachusetts. "Joint STARS will give us real-time knowledge of where the enemy is and where he is going. We'll be able to avoid the enemy's headfakes and hit him where he is going to be very shortly.

"Once we have that capability, we'll have established a deterrent," added the Air Force colonel.

At the ceremony, Grumman Vice Chairman of Finance Bob Freese told the audience that close to 4,000 Grummanites are working in Florida. "With the addition of this new facility, Grumman now has four major operating facilities in the state," said Freese.

At the ceremony, U.S. Congressman Bill Nelson welcomed Grumman to the community. "Over the course of the next year and a half, the local Grumman work force will grow to over 1,100 people — counting those who recently transferred here," he said.

During the holiday break, about 200 Grummanites moved from Long Island to Melbourne. They are still in the process of settling into their

(Continued on page 3)

Letter To The Editor

One month ago we left on the holiday break on the encouraging note that no layoffs were foreseen, ["An Interview With John O'Brien," *Grumman World*, Dec. 22, page 7] and here we are facing a reduction of 1,500 jobs. Is it any wonder that average Grummanites are disheartened and worried, both for their jobs and for the future of Grumman? It seems that we are in a pretty sad state when we can't even believe our corporate executives and are left with such cold feelings...

A Grummanite

We have always insisted on giving Grumman people the straight story, whether the news is good or bad.

I was interviewed by Grumman World *on December 3. In response to the question about layoffs, I said that I didn't see the need for any — that we believed attrition would handle any overstaffing. And that was how things looked on December 3.*

It wasn't until all the operating plans from each one of the divisions were reviewed at the end of December and in early January that we saw that we couldn't meet our '87 objectives without reducing staff. If you have been at Grumman for any length of time, you know that we try very hard to avoid things like this. We transfer people, we retrain them, we move things around. But this time, when all the numbers were finally in, we knew that approach wouldn't take care of the problem.

John O'Brien
President, Grumman Corporation

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You Can Help Battle L.I.'s Blood Shortage

A hospital can offer excellent physicians, the rarest pharmaceuticals, and the most up-to-date medical equipment. Yet people must wait for care if there isn't enough of one easily obtained substance: blood.

"How would you feel if you were told an important operation would have to be postponed because there wasn't enough blood on hand?" says Jake Bussolini, vice president—Business Operations and 1987 chairman of the Grumman Blood Program. "Until I got involved in the Blood Program, I didn't realize how often that happens. There just isn't enough blood to go around."

"We want to reach out to every Grummanite and communicate the need to donate blood," says Mary Lou Caminiti, 1987 program director. "The number of pints is not as important as informing people that blood cannot be bought or manufactured — the only way to get it is from donations. Once everyone understands this, I feel the traditional Grumman spirit will prevail and the numbers will take care of themselves."

The 1986 Blood Program team reached a tally of 12,900 pints — the highest ever and well in excess of the goal of 11,500 pints. Despite that good showing, there's lots of room for improvement: 30 percent of Grumman employees give blood, but most give only once a year. The team would like to increase the percentage participation and encourage donors to contribute more often.

This year, Grummanites on Long Island will have 120 opportunities to give blood. That's the number of drives the Blood Program has scheduled at Grumman buildings throughout the Island.

Included are 21 nighttime drives and three "O" drives in Grumman Headquarters. Type "O" blood can be used to treat any patient in need of a transfusion.

In the Greater New York area, only three percent of those able to donate ever do so. In fact, the number of donors has dropped slightly in recent years. If all eligible Long Islanders donated, they would be asked to donate just once every five or six years.

"The 1987 team is asking those who donate once a year to donate twice, those who give twice to give three times, and so on," says Caminiti. "Increase your donation by one — that's all we ask."

At the same time that supplies are running out, medical science keeps finding new ways to use blood in the treatment of illnesses. For example, about half the cases of leukemia may now be cured, but children with the disease must receive many transfusions during their treatment.

Just one pint of blood helps five sick or injured people, because the blood you donate can be separated into five components. Red cells are used for a person with anemia. White cells are used in the treatment of leukemia patients, and cryoprecipitate is prepared for treating those with hemophilia. Plasma is used to treat burn victims. Platelets are used by patients with internal bleeding.

Giving blood is painless, and takes a few minutes. After you donate, you snack on orange juice and pastries to build up your blood sugar.

Working with Bussolini and Caminiti on the program this year are Nick Unterstein, manager; Susan Arundel, administrator; and Alan Beecher, Celia D'Alessandro, Cathy Mazzara, and Ralph Sturchio. A listing of the next two months of drives is featured below.

Though the Grumman Blood Program only covers buildings on Long Island, most of the off-Long Island sites sponsor blood drives or "Grumman days" at the area blood bank. In addition, anyone may donate in Grumman's name at the Long Island Blood Services. It is located at 155 Duryea Road in Melville, Long Island; (516) 752-7300.

If you need information about the Blood Program, call its hotline at (111) 58920, (516) 575-8920.■

Where To Donate

Date	*Location*	*Time*
Feb. 4	Melville Bldg. 110	9 a.m.—2:30 p.m.
Feb. 9	Bldg. 30	9 a.m.—2:30 p.m.
Feb. 10	Bldg. 35	9 a.m.—2:30 p.m.
Feb. 19	Melville Bldg. 112	9 a.m.—2:30 p.m.
Feb. 23	Bohemia Bldg. 249	9 a.m.—2:30 p.m.
	(Data Systems Institute)	6 p.m.—9 p.m.
Feb. 26	Holtsville Bldg. 235	9 a.m.—2:30 p.m.
Mar. 3	Calverton Bldgs. 6, 7	8:30 a.m.—2 p.m.
	Calverton Bldg. 6	5 p.m.—10:30 p.m.
Mar. 4	Calverton Bldg. 6	8:30 a.m.—2 p.m.
Mar. 6	Woodbury Bldg. 247	9 a.m.—2:30 p.m.

Pins And Rivets. *At Stuart Operations in Florida, Oretha Chambers and Tony Gattus assemble thrust reverser doors for Aerostructures' Gulfstream IV/Fokker 100 Nacelles & Thrust Reverser program. The contract, signed by Grumman in November 1984, calls for the delivery of 274 shipsets and has potential for follow-on work. Aerostructures recently delivered the first flight test shipsets. (Photo by John Spades)*

Budding Geniuses Invited To Become Masters Fellows

Start thinking now about your future in high-technology. The application deadline is February 28 for the 1987 Grumman Science and Engineering Masters Fellowship.

The two year program is open to Grummanites in Aircraft Systems, Aerostructures, Electronics Systems, and Space Systems. Fellows take nine credits per semester toward a masters in a technical field. To qualify, you must have a bachelor's degree in a discipline related to the analysis, design, or manufacturing of aerospace or electronics products, and have worked full-time since September, 1986.

During the program, fellows are considered full-time employees: they must put in at least 24 work hours a week during the academic year. During summer recess, they return to a 40-hour work week. Fellows receive a $1,200 tax-free stipend to defray study time they take off without pay.

Another benefit of the program is the rotational work assignment. Each fellow gets four six-month assignments — called tours — in different areas of Grumman. These are matched as closely as possible to career interests.

Grumman is billed directly by the schools for all tuition costs. In addition, fellows are reimbursed for all required books and fees.

A committee from the Grumman technical community will select and interview eligible applicants in early April, and all will be advised of their status by late April. Applications may be obtained from the Fellowship Office, A10-35, Ext. (111) 52682 (516-575-2682).■

Dividends Declared

On January 15, Grumman declared a dividend of 25 cents per share on common stock payable February 20, 1987, to shareholders of record at the close of business on February 10, 1987.

Grumman also declared a dividend of 70 cents per share on the company's $2.80 preferred stock payable February 13, 1987.

Waas Appointed Systems Support VP

William Waas has been appointed vice president of Planning and Resources for Grumman Systems Support, an operating unit of the Grumman Data Systems Division.

He reports to Systems Support President Alan Andrus. His office is in Building 244 and he can be reached at (516) 682-5180.

Personals

I would like to thank my co-workers and friends for their kindness and support during my recent illness. Your cards, letters and prayers helped me make it through a very difficult time. **Lisa Parkman**

New Cray Supercomputer Solves The Numbers Crunch

Grumman's engineering and scientific community began 1987 with a new high-tech tool, the Cray X/MP-14 supercomputer.

The Cray X/MP-14 arrived at Grumman Headquarters on December 29, underwent programming and acceptance tests, and was ready for use on January 12. Depending on the particular program, it can perform sophisticated computations at least 40 percent faster than Grumman's previous Cray 1M.

The Cray is linked to various mainframe computers throughout Grumman. About 250 Grummanites now have access privileges to the Cray; most work in the Aircraft Systems' Engineering Department and the Corporate Research Center.

More and more, Grumman is relying on the supercomputer to test its aircraft designs. It saves money: in the past, arduous wind tunnel testing was required throughout the design and development of an aircraft. The airplane models alone for such tests are very expensive. Now, wind tunnel testing doesn't get done until the proof of concept stage.

"The catch is, such work takes up a lot of computing power," says Joe DiStefano, assistant to the director, Systems Environment in Grumman Data Systems. "You need speed, large storage, and large memory. A supercomputer gives you that."

"Last April, we saw a dramatic increase in the use of the Cray 1M," says Don MacKenzie, supercomputer analyst for Grumman Aircraft Systems. "It wasn't 100 percent full all the time, but there were periods of heavy usage, which started to impact turnaround time."

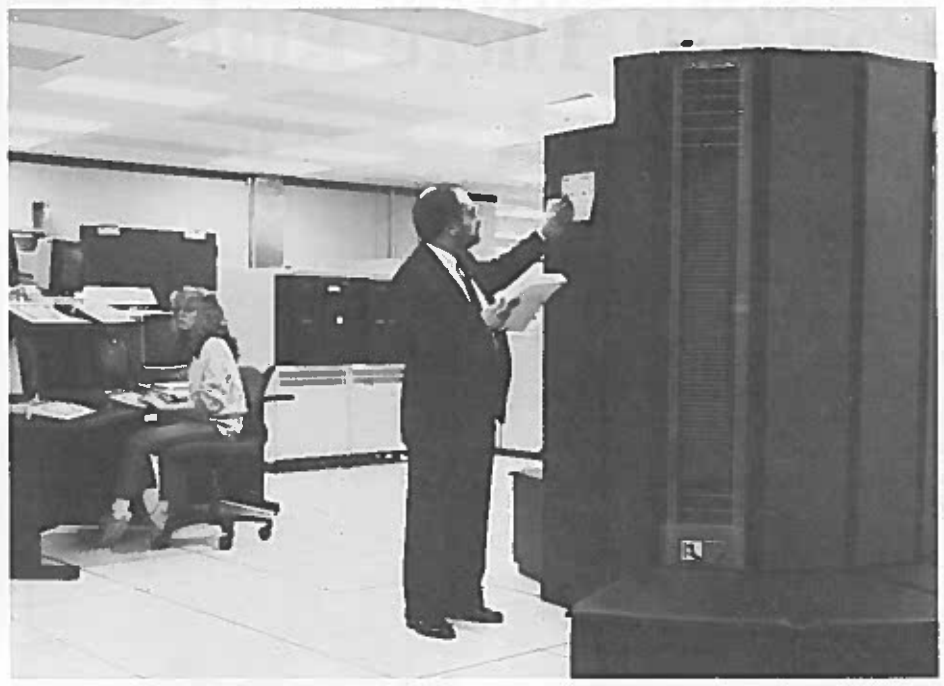
Contributing to that surge were two computer programs used for fluid dynamics computations which are new to Grumman: Transonic Navier Stokes and FLO67. Much of the work with the two programs had to be run at night so the rest of the Cray user community at Grumman wouldn't get bogged down.

In addition, a new version of Grumman's TOPCAT program was created for the Cray. This is a software package that simulates aircraft missions, and was created by the Corporate Research Center. "It had been running on an IBM," says MacKenzie. "With the Cray version, users can get the results in one job, while it would have required many submittals over a long period of time with the IBM."

DiStefano says the upgrade to the X/MP-14 was the logical thing to do when Grumman's lease for the Cray 1M expired. Cray supercomputers are expensive; the X/MP-14 sells for about $8.5 million.

"Leasing enables us to easily upgrade to more advanced equipment as leases expire," says DiStefano. "You don't want to purchase one of these computers — the technology moves too quickly and it gets outdated too fast. Grumman must have the latest design tools to stay competitive."

The Cray X/MP uses the same operating system and software as the Cray 1M. "Thus, the switch was completely unnoticed to end users — except for their throughput time being faster and the fact that they were without it for about two weeks," says DiStefano.■



Trading Up. *Supercomputers rapidly compute complex scientific equations, and the new Cray X/MP14 is even faster than Grumman's previous Cray 1M. In Headquarters, Joe DiStefano (R) checks out the machine's status with operator Karen Campbell. (Photo by Marie Trimborn)*

Unit Values

The Grumman Employee Investment Plan has reported the following unit values as of November 30, 1986 (compared to October 31, 1986 figures):

Equity Fund
3.875 up from 3.801

Fixed Income Fund
5.752 up from 5.644

Guaranteed Income Fund
2.385 up from 2.365

Company Stock Fund
$28.06 up from $26.44

Note: It usually takes several weeks to formulate these values. EIP members can call Ext. (111) 54400 (outside Grumman, call 516-575-4400), for a recorded message which is made as soon as the new unit values are available.

Melbourne Systems' HQ Opens

(Continued from page 1)

new homes and workplace.

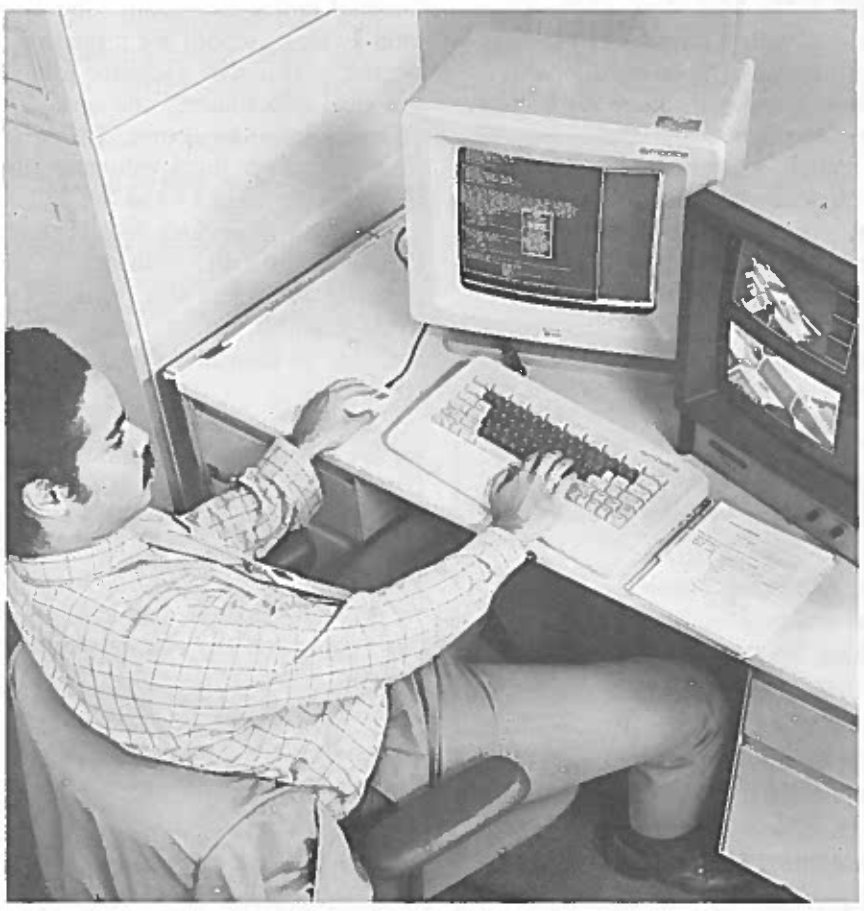
Melbourne Systems' new headquarters is at the west end of the Melbourne Regional Airport. The ITF complex will soon be connected to the Melbourne Regional Airport by a taxiway being constructed by the Airport Authority.

The huge complex consists of a 34,000-square-foot single story wing for administrative services and an adjacent 156,000-square-foot four-story building, which houses technical people and laboratories.

The four-story structure is capped off with two antenna farms and a prominent attenna dome which will house the system used to collect test data transmitted from the Joint STARS aircraft during flight tests. The first flight test is slated for 1988.

At the height of the program, 600 Grummanites at Melbourne will be involved in the development of Joint STARS.■

Cutting Edge. *On Friday, January 16, (L to R) Army Col. Sidney 'Chip' Smith Jr., Melbourne Systems Vice President Marty Dandridge, Grumman Vice Chairman-Finance Bob Freese, Congressman Bill Nelson, Melbourne Systems President Al Verderosa and Air Force Col. Jack Colligan officially opened Melbourne Systems' new headquarters in Florida. (Photo by Rich Breunig)*



Think Tank. *Grumman's Knowlege-Based Decision Aid Systems group is helping develop 'expert' computer programs for the aircraft of the '90s. Certain functions, which now require thought on the crew's part, will become automatic. In an Engineering Development Center lab, Bertrand Barrett, an artificial intelligence engineer, analyzes a computer image on the powerful Symbolics 3675 system. The computer is running a program called LISP — which stands for List Processing language. (Photo by Bob Settles)*

Tulare Rescue Team Can Get There Right In The Nick Of Time

TULARE, California — Seven Grummanites at the Olson facility here normally have diverse work assignments: assembler, painter, computer analyst. But when there's a fire, accident, or environmental crisis, it's their duty to assure the health and safety of their co-workers, and keep a small crisis from becoming a big one.

These volunteers make up Tulare's Special Emergency Response Team (SERT). They are the plant's first line of defense in an emergency — controlling or extinguishing a fire, containing or cleaning up a chemical spill, and administering lifesaving first aid — during the critical time before firefighters or police arrive.

"The team is modeled on safety squadrons aboard Navy ships," says Jess Oakley, safety director at Tulare and SERT leader. "Sea crews are trained to be self-reliant in handling crises. Here in Tulare, our plant is somewhat removed from public emergency facilities. The Fire Department is 15 minutes away and isn't equipped to handle some types of fires or chemical spills."

In addition, the local hospital is 20 minutes away, at the opposite end of this town of 23,000 in California's Central Valley.

The plant uses about 250 chemicals and materials that come with material safety data sheets — government-required notices listing hazards, use instructions, and precautions. "None of our chemicals are highly dangerous, but they do have other potentially hazardous properties, such as flammability and corrosiveness," says Oakley.

In the case of a serious fire everyone would be told to evacuate the plant except the team. Team members turn off power, gas mains, and remove combustible substances. If necessary, they'll don yellow flameproof turnout coats and pants. Member Ron Collins acts as a dispatcher: from the front office, he notifies public emergency crews by phone and speaks to the rest of the team via walkie-talkies.

Dress Rehearsal. *The Tulare Special Emergency Response Team suits up for a drill. Team members are (front row, L-R) Ron Collins, Gary Swane, Chris Watson, Jess Oakley, (back row, L-R) Mary Dunkin, Ramon Benevidez, and Robert Keith. At left, Collins helps Dunkin don her gear.*

"We've only had one environmental incident so far: five gallons of paint thinner were spilled," says Oakley. "More often, we're asked to do first aid." In one such incident, an employee fell and broke a bone. Carrying him onto a stretcher would have been risky. The team used an air splint — an inflatable splint placed at the location of a broken bone.

Team members took a 300-hour course at a local community college covering basic firefighting and emergency medical care. Most of the team members have completed the training and are now certified emergency medical technicians (EMTs).

They also receive in-house training on chemicals, their properties, and how to contain spills. There are drills with the Tulare Fire Department, in-house simulations, films and lectures, and eight to 10 hours per month of additional coursework to stay up to date. Each member also chooses a specialty for independent study.

Grumman purchased special protective suits, gloves, boots, and helmets for the team to wear in emergencies. It's all stored in a trailer at the back door of the plant — along with a portable foam eductor (dispenser), foam solutions, breathing apparati, spare air bottles, rope, flashlights, and axes.

People were invited to sign up for the team from all areas of the plant. "I once worked part time as an ambulance driver, which gave me an interest in emergency medical care," recalls Collins. "This was an opportunity for EMT training. I learned a lot from it."

The week of the World Series, there was an accident in team member Gary Swane's neighborhood. "As an EMT, I was legally required to go to the scene of the accident," he points out. "But more important, you feel a moral responsibility to help people in need."

Before joining Grumman, Mary Dunkin had worked as an aide in a hospital emergency room. She also attends night school for a nursing degree. "This was a chance for practical experience," she says. "Since taking the course, I have even joined my local volunteer fire department."

Ramon Benevidez recalls the course as difficult. "But the material was interesting, which made it go by fast," he says. "Now I'm able to help in a crisis, not just stand idle."

Oakley says the team also serves a community relations role. Grumman is one of the largest manufacturers in this predominantly agricultural region. "So we're very visible," he says. "SERT shows we're well prepared, and care about our people and the community."■

Keeping Other Grummanites Safe And Sound

Most Long Island plants have volunteer fire brigades, in addition to Plant Protection people trained in firefighting. Brigade members become members of the fire departments where Grumman has operations. They are trained as to the layout of the buildings, hazard areas, and the location of fire exits. They may respond to fire calls outside the gate during work hours, which makes for good relations with the local fire departments.

Calverton, Long Island has the largest fire brigade: it has 350 members. "That's necessary because fire departments in Eastern Suffolk aren't as well-staffed and are more spread out," says Jim Emken, fire chief for Plant Protection. "In Nassau, there's no need for us to push membership because the fire departments are nearby, are well-staffed and well-equipped."

Off Long Island, Glen Arm, Maryland probably has the most comprehensive in-house program: its volunteer squad is permitted to fight structural fires, while other sites are limited to early-stage fires. Grumman subsidizes additional training, equipment, and clothing for the group. Each site has different needs: the nearest fire company to Glen Arm would take over a half-hour to arrive after a call.

In industry, EMTs are generally prohibited by the Federal Occupational Safety and Health Administration (OSHA) from assisting in medical emergencies. California, however, has its own OSHA and its own rules — giving EMTs considerably more leeway.

A Safe Bet

Want to learn more about workplace safety and health? Industrial Safety and Hygiene in Bethpage's Building 35 has a wide array of literature and audiovisual materials. Call Ext. (111) 3195, (516) 575-3195 for more information.

Nutrition's A Vital Ingredient For Staying Healthy

More people are counting calories and checking nutritional values on food packages these days, because everything seems to be "bad for you." To help sort through the maze of claims about nutrition and encourage good eating habits among Grummanites, Grumman recently hired nutritionist Elisabeth Keep.

Two days a week, Keep advises Grummanites on how to lose weight and on other aspects of nutrition. The rest of the time, she helps Food Services devise more nutritious meals for Grumman cafeterias and buffeterias.

So, if you put on a few extra pounds during the holiday season, what's the best way to shed them? "Gradually," says Keep.

"When you lose weight too fast, your metabolism decreases and you burn off calories at a slower rate," she explains. "I don't believe in sporadic dieting or fad diets. Eating only grapefruits every day is not healthy. Diets only have a temporary effect: you'll usually gain back the weight. The secret is to eat healthy all the time."

But diet is only part of the story.

"Getting proper exercise is just as important as eating right," says Keep. "People today realize that exercise is essential — they just have to find the time to exercise three or four times a week." For those on the go, she recommends a session of aerobics after work or rapid walking during breaks. Grumman's Recreation Department also offers a variety of lunchtime and after hours sports activities to stay in shape.

Besides the weight conscious, Keep often advises pregnant women and those who are considering having a baby. Parents seek help with their children's eating habits — especially teenagers. So far, nobody has sought her advice on anorexia or bulimia, two psychological eating disorders. Anorexia is characterized by lack of appetite and excessive concern about weight gain, while bulimia involves binge eating and self-induced vomiting.

Good Eating. *Nutritionist Elisabeth Keep and Head Chef Charles Gerrard prepare a healthy meal in the Food Services Kitchen, Building 2, Bethpage. Keep also counsels Grummanites on proper diet and nutrition. (Photo by Marie Trimborn)*

Keep sets up special diets for Grummanites under a doctor's care. "These are people with elevated cholesterol, a heart problem or diabetes who are referred to me by a doctor," says Keep. "In addition to the diet, I advise heart patients to exercise by taking a half-hour walk at lunchtime."

Keep follows American Dietetic Association guidelines for daily calorie intake: 50 percent complex carbohydrates, (bread, vegetables, and fruits); 20 percent protein (dairy products, meats and legumes); and 30 percent fats (corn oil and margarine).

If you're now at your correct weight — and want to stay that way — here are some general guidelines to follow. For example, the average woman (age 23-50, medium build, 120 lbs., 5 ft. 4 in., moderately active) should consume 2,000 calories a day: 1,000 of complex carbohydrates, 400 protein, and 600 of polyunsaturated fats. The average man (aged 23-50, medium build, 154 lbs., 5 ft. 10 in., moderately active) should consume 2,700 calories a day: 1,350 of complex carbohydrates, 540 of protein and 810 of polyunsaturated fats.

You'll soon be able to count calories and check the nutritional content of your lunch in Bethpage's cafeterias and buffeterias (self-service food areas). Food Services plans to post it next to many food items.

"Before, general nutritional and calorie information was available on posters in the lunch areas," says Richard Lindstrom, director of Food Services.

Food Services constantly revises menus and tests new recipes for lower fat and sodium content. "For instance, we now offer more fresh fish and chicken dishes with a light mustard sauce — no butter is added," says Keep. "In lieu of salt, we're using more fresh herbs. Low sodium sandwich meats are also available."

The salad and sandwich bars in Grumman cafeterias have become very popular. One of Keep's recommendations for a nutritious lunch is a sandwich on two slices of rye bread (150 calories), with three one-ounce slices of turkey (165 calories), two one-ounce slices of swiss cheese (200 calories), and one teaspoon of mayonnaise (45 calories).

"For example, turkey is a good source of protein that is also low in fat," Keep points out. "Cheese is a high source of calcium which makes for strong bones and teeth."

The cafeterias offer a variety of hot meals, each with a meat, vegetable or a starch. There's also yogurt, cottage cheese, and fruit plates. "Our goal is to offer the same nutritious meals at all Grumman cafeterias and buffeterias," says Keep. "That way, people won't have to go to another building's lunch facilities for something theirs doesn't have.

"We'll be making healthy changes this year," she continues. "We hope Grummanites will also make some changes by adopting good eating habits."■

Dial A Diet

Nutritionist Elisabeth Keep conducts individual, half-hour counseling sessions on Mondays and Tuesdays in the Grumman Headquarters Medical Department. Grummanites outside Bethpage can obtain nutritional information by writing to her at mail stop CO8-GHQ. The rest of the time, Keep works in Food Services in Building 2.

For those who would like to make an appointment with Keep, she can be reached at Ext. (111) 52101 (516-575-2101) on Mondays and Tuesdays.

Weather emergency numbers

Grummanites can find out if their facility is open by calling special weather emergency telephone numbers. Other buildings have also made arrangements with local radio stations to announce closings.

On Long Island

Bethpage, Bohemia, Great River and Melville—349-9400
Calverton—369-2266
Holtsville and Woodbury—364-8171

Grummanites on Long Island can also set their radio dials to: WGSM 740AM; WGBB 1240AM; WALK 1370AM; WNYG 1440AM; WGLI 1290AM; WBLI 106.1FM; WLIM 1580AM.

Off Long Island

Arkadelphia, Ark.—(501) 246-4561; KVRC 1240AM
Glen Arm, Md. (301) 592-7022; WFBR 1300AM
Huntsville, Ala.—(205) 880-1513
Houston, Tex.—(713) 484-2008; KTRH 740AM
Mayfield, Pa.—(717) 876-4560; WARM 590AM or WEJL 630AM
Milledgeville, Ga.—(912) 452-0586; WMBG 1450AM or WKZR 102.3FM
Montgomery, Pa.—(717) 322-4676; WILQ 105.1FM or WYLC 1050 AM
Princeton, N.J.—(609) 275-2601
Salisbury, Md.—(301) 548-7800; WICO 94FM or WQHQ 105FM.
Sherman. Tex—(214) 893-2481; KIKM 910AM.
St. Augustine, Fla.—(904) 829-2501
Stuart, Fla.—(305) 335-9300; WRIT 92.7FM or WSTU 1450AM.
Titusville, Fla.—(305) 268-8400

People In The News

Charitable Exercise

"Body building is stereotyped as a selfish activity and I wanted to prove that it doesn't have to be," says Grummanite Chris Ungarino, who recently raised $3,000 for charity with his one-man muscle show.

Ungarino, a senior principal contracts administrator for the Electronics Systems Division in Great River, L.I., raised the money for the community outreach program at St. John Nepomucene Church. For 24 hours, over one weekend, he exercised at a nearby health club.

Although Ungarino organized the event, it was not intended to be a one-man drive. Only 15 of an expected 100 people showed up at the health club to exercise with Ungarino. But the 15 dropped out after a few hours of exercising.

"I never felt like quitting because I wanted to contribute something to the community," says Ungarino. "There are people who can't afford to work out and others who can't because of a physical disability. Maybe this money will help them."

Sponsors donated 50 cents for every hour that a participant exercised. In between sit-ups and push-ups, Ungarino drank iced tea and ate lots of pasta and fruit to keep his energy level up. "The last five or six hours were the hardest," he says. "By that time, I had leg cramps and my hands hurt from calluses."

Ungarino won the Mr. New York State body-building title in 1976. Later this year, he hopes to organize a Long Island-wide exercise marathon for Catholic Charities.

The Toast Of Omaha

Winning a trip to California or Europe is exciting. But most people probably wouldn't get too excited about winning a trip to Omaha, Nebraska.

For Grummanite Sal Stracquadaini and his wife, Joan, it was a great place to visit — and they may go back again. Stracquadaini, a materials engineer in Building 12, Bethpage, won the all-expenses-paid weekend trip in a sweepstakes run by WABC radio and the New York *Daily News*. The contest was sponsored by the Greater Omaha Convention and Visitors Bureau and its mayor's office to promote new, direct airline service between Newark Airport and Omaha.

"When the Omaha Tourism Bureau called to tell us the news, my wife thought it was Mutual of Omaha trying to sell us insurance," recalls Stracquadaini.

The couple's unusual weekend get-a-way received national attention. "Reporters were calling us from all over," says Stracquadaini. "When we got to Omaha, the mayor presented us with a key to the city. We reciprocated with some Mets souvenirs and a bottle of Long Island wine."

During their stay, the Stracquadainis visited the Omaha Zoo and Boys' Town. The first night, they were guests of honor at a black-tie dinner reception. The next day, they saw a production of Neil Simon's play "Brighton Beach Memoirs."

The Stracquadainis had nothing but good things to say about Omaha. "Nebraska's not all flat like everyone thinks — there are rolling hills everywhere," he says. "Plus, we had a lot of fun and the people are extremely friendly. In my book, it beats Disneyland any day."

Sightseeing Duo. *Sal and Joan Stracquadaini stopped off at the Omaha Zoo to feed the animals during their trip.*

A Town Tribute

The Town of Brookhaven, Long Island, recently paid tribute to Grummanite Donald Sheehan for his work with Long Island's needy.

Brookhaven Town Supervisor Henrietta Acampora proclaimed December 16, 1986, "Donald Sheehan Day." At a town ceremony, she presented Sheehan with a citation for creating the Brookhaven Interface program.

Sheehan, manager of strategic planning for Great River Operations, began the program in 1982. He had attended a conference in Minneapolis on how corporations can help those people who aren't being reached by private and government assistance.

"The Interface program started as a group of Grumman volunteers," says Sheehan. "Today, it includes 40 corporations and agencies on Long Island. They help bring support to the less fortunate, who are forgotten by state, federal and town funded agencies." Sheehan retired from the program's steering committee last month.

Brookhaven Interface and Long Island Cares, a food distribution organization, jointly conducted a food drive before the holidays. Over 500 tons of non-perishable food items were distributed to the needy in Brookhaven.

In addition, the annual Brookhaven Interface Toys For Kids drive was held. Corporate volunteers collected over 70,000 toys and gifts for 9,000 children and teenagers in the town.

This year, the program will hold four additional food drives and help provide low-income housing for senior citizens.

Grummanites interested in joining the Brookhaven Interface program should call the program coordinator, Raymond Wysolmierski, at (516) 473-5588.

Flying Colors

Hal Smith, EA-6B project engineer, has been named a pilot examiner by the Federal Aviation Association because of his many years of flying experience.

There are 1,755 pilot examiners in the country. As an examiner, he conducts flight tests for people seeking private, commercial, and airline transport pilot licenses; he also gives tests for instrument rating licenses.

Smith is a long-time flight instructor and past president of Grumman's Flying Club. He has taught 39 Grummanites to fly since its inception in 1969.

The Best Of The Best. *Navy Captain B. K. McDanel (L) presents the Distinguished Intruder of the Year award to Anthony 'Tip' Messina, A-6 project site manager at the Naval Air Station, Oceana, Virginia Beach, Virginia. At the recent 22nd Annual Intruder Ball, Messina recently received the award for his long and dedicated service to the A-6 program.*

Highest Honor. *Grummanites (L to R) Joseph Sanchez, Tom Perez, Mark Dryden and Jack Mooney recently received the NASA Manned Flight Awareness Honor for their individual contributions to NASA. The awards were presented at NASA's Johnson Space Center in Houston. The award program was established to assure mission success and astronaut safety.*

Obituaries

Graham M. Serr of Building Protection, Bethpage, Services Division, died January 2 at the age of 55. He had been with the company since 1954 and resided at 92 Hawthorne Ave., Ronkonkoma, N.Y.

Juanita Walker of Maintenance, Bethpage, Services Division, died January 5 at the age of 46. She had been with the company since 1985 and resided at 41 Maple St., Wyandanch, N.Y.

Ernest D. Marten of Research, Bethpage, Aircraft Systems Division, died January 6 at the age of 58. He had been with the company since 1951 and resided at 76 Herton Dr., Huntington Station, N.Y.

Retiree Obituaries

Joseph E. Amoroso of 456 Arnold Ave., West Babylon, N.Y., died December 13, 1986. He retired in 1966.

Frederick Baumeister of 500-1878 Peconic St., Ronkonkoma, N.Y., died November 18, 1986. He retired in 1982.

Louis H. Behre of 8 McDuffee St., Rochester, New Hampshire, died December 4, 1986. He retired in 1958.

Herman A. Bigelow of 191 Colonial Ave., Freeport, N.Y., died December 9, 1986. He retired in 1985.

Charles E. Creamer of 95 South Bayview Ave., Amityville, N.Y., died December 14, 1986. He retired in 1975.

Grace T. Crowley of 1109 S. Oak St., West Chicago, Illinois, died December 5, 1986. She retired in 1967.

Charles J. Edwards at Box 186B, Lake Luzerne, N.Y., died November 26, 1986. He retired in 1959.

George C. Falter of 2038 Bedford Ave., North Bellmore, N.Y., died December 23, 1986. He retired in 1977.

Stephen H. Finkle of 2 Conklin La., Huntington, N.Y., died January 2, 1987. He retired in 1972.

Mario R. Gatto of 36 Makamah Rd., Northport, N.Y., died December 23, 1986. He retired in 1979.

Harold F. Klaiber of 364 Venus Ave., Tequesta, Florida, died December 15, 1986. He retired in 1977.

Vincent Longhitano of 253 Stewart Ave., Bethpage, N.Y., died January 1, 1987. He retired in 1977.

Lucille E. Musil at P.O. Box 688, Pocono Summit, Pennsylvania, died December 12, 1986. She retired in 1986.

Clark M. Price of 1282 SW Pelican Crst., Palm City, Florida, died November 26, 1986. He retired in 1957.

August F. Renner of 30 Hilton Haven Dr., Key West, Florida, died November 22, 1986. He retired in 1966.

Emil Scharer of 269 Anchor Way, Uniondale, N.Y., died January 4, 1987. He retired in 1973.

George V. Smith of 289 Ohio St., Lindenhurst, N.Y., died December 25, 1986. He retired in 1984.

Albert R. Steinmetz of 3738 NE 8th Pl., Ocala, Florida, died January 7, 1987. He retired in 1973.

Elmer W. Steward of 5955 30th Ave. So., Gulfport, Florida, died December 18, 1986. He retired in 1971.

Adriaan VanHensbroek of 4 Edward Ct., Baldwin, N.Y., died December 20, 1986. He retired in 1975.

Edward E. Walch of 122 McKinley Ave., North Bellmore, N.Y., died January 1, 1987. He retired in 1973.

Vincent Walsh of 4701 E. Shenna Dr., Phoenix, Arizona, died November 11, 1986. He retired in 1974.

J.M. Abbondola

A. T. Beck

L. R. Brecht Jr.

R. Calabrese

A. L. Como

A. Dean

E. Denzler

S. T. Donatone

A. Giacoia

H. Halvorsen

E. I. Hewes

M. E. Hutter

K. F. Keen

F. W. Kratochvil

S. H. Lowe

R. R. Miller

R. H. Pargmann

C. Perillo

W. E. Sullenger

H. Wapner

R. A. Winslow

Service Milestones

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Ralph J. Marro, Mech. Struct. & Proto, Bethpage, Aircraft

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Anthony F. Campagne, Mech. Struct. Assembly, Great River, Electronics
Lester H. Whaley, Invent. Mgmt., Great River, Electronics

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Rudolf P. Altmann, Machine Shop, Calverton, Aircraft
Arthur W. Cooley, Prod. Prog., Bethpage, Aircraft
Paul B. Cooper, Source Insp./Test, Los Angeles, Aircraft
Stefan Gapinski, Static Test, Bethpage, Aircraft
Carl Gianino, Tool Fab. Mgmt., Bethpage, Aircraft
Ralph E. Guion, Optic & Display Equip. Des., Melville, Aircraft
Henry F. Hauser, Machine Shop, Bethpage, Aircraft
Walter Kerupetski, Trans. Office, Bethpage, Aircraft
Albert Kost Jr., Tool Fab. Mgmt., Bethpage, Aircraft
Edward B. Maguire, Machine Shop, Bethpage, Aircraft
Lester R. Picardi, Electro./Mech. Des., Melville, Aircraft
George E. Rochedieu, Machine Parts Insp., Bethpage, Aircraft
John R. Russ, Jigs & Fixtures, Bethpage, Aircraft
Joan M. Shannon, Classif. Doc. Cont., Bethpage, Aircraft

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Robert C. Andrews, Wood Shop, Bethpage, Aircraft
Paul K. Barry, Sub-Assembly, Stuart, Aircraft
Walter O. Besendorfer, Struct. Mechanics, Bethpage, Aircraft
Walter Blazejewski, Fuselage Joining, Bethpage, Aircraft
Robert E. Box, Maint., Bethpage, Services
Ronald C. Braun, Mech. Drafting & Finish, Great River, Electronics
Robert J. Cardinale, Final Assembly, Bethpage, Aircraft
Charles B. Cook, Fl. Science Mgmt., Bethpage, Aircraft
Dominick M. Cutalo, Matl. Acct., Bethpage, Aircraft
Robert Dee, Ctr. Sect.-Sub Assembly, Bethpage, Aircraft
Carmine N. DiMare, Instr. Test., Calverton, Aircraft
Stanley J. Domagala, Adv. Prog., Calif., Aircraft
John M. Donovan, Tech. Reqmts., Melville, Aircraft
Anton L. Eser, Trans. Office—Div. Assign., Bethpage, Aircraft
Joseph Falco, Prod. Bldg. Mgmt., Bethpage, Aircraft
Robert L. Feinman, Wing Inner Panel & Combo., Bethpage, Aircraft
Vincent F. Fiust, Repro. Svcs., Bethpage, Services
William T. Fraser, Camera Graphics, Bethpage, Services
William Gandley, Prod. Bldg. Mgmt., Bethpage, Aircraft
John D. Gazzola, Prod. Mgmt., Calverton, Aircraft
Marion Groll, Invoice Audit, Bethpage, Aircraft
Haywood T. Hammond, Emp. Svcs., Bethpage, Services
Howard A. Healy, Emp. Svcs., Bethpage, Services
Henry C. Hering, Matl. Mgmt., Stuart, Aircraft
Edward F. Hilbert, Hull Assembly, Bethpage, Aircraft
Howard Holland, Personnel Admin., Houston, Electronics
Michael Keda, Assemblies, Bethpage, Aircraft
Joseph F. Kessler, Maint. Bethpage, Services
John J. King, Pt. Mugu Proc., Bethpage, Aircraft
Edwin Lerner, Struct. Analysis Staff, Bethpage, Aircraft
John Miller Jr., Central Storage & Retrieval, Bethpage, Aircraft
James M. Minicozzi, Corp. Instr. Sys., Calverton, Aircraft
John J. Morgan, ILS Elect. Pkg., Calverton, Aircraft
Robert E. Muldowney,GDS Ops. Planning, Bethpage, Data
Louis Oliveira, Maint., Bethpage, Services
Frank J. Pauly, St. Augustine, Aircraft
Michael V. Pick, Research & Dev., Woodbury, Data
Paul Ratner, Sys. Dev. & Applic., Bethpage, Aircraft
Alvin E. Schreyer, Elect. Test. Bethpage, Aircraft
Kathleen Severance, Personnel Mgmt., Bethpage, Services
Michael Tama, Maint., Glen Arm, Aircraft
William J. Tebo, Corp. Dev. Mgmt., Bethpage, Services
Robert W. Thompson, Machine Shop, Calverton, Aircraft
George J. Wagner, E-2C Wings/F-14 Weapons, Stuart, Aircraft
Eardley G. Westmorland, ILS Data Sys., Melville, Aircraft
William W. Williams, Hull Assembly, Bethpage, Aircraft
Friedrich R. Wilms, Env. Cont. Des., Melville, Melbourne Systems
Frances E. Zuk, Small Bus. Office, Bethpage, Services

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Joseph M. Abbondola, Des. Supt. Mgmt., Bethpage, Aircraft
Alois T. Beck, Optic & Display Equip. Des., Melville, Aircraft
Myron J. Bennett, Irvine Mgmt., Bethpage, Space
Leopold R. Brecht Jr., ILS Tech. Services, Aircraft
Rosario Calabrese, ILS Tech. Writing, Bethpage, Aircraft
Albert L. Como, ILS Elect. Pkg., Melville, Aircraft
Aaron Dean, Assemblies, Bethpage, Aircraft
John Debeny, Pricing & Analysis, Bethpage, Services
Edward Denzler, Quality Cont., Houston, Electronics
Sabatino T. Donatone, Meas. Std. Lab., Bethpage, Aircraft
Phillip Dunn, Simul. Sys. Ops., Bethpage, Aircraft
Joseph W. Gelson, Network Implementation, Bethpage, Data
Adolfo Giacoia, Prog. Mgmt., Melville, Electronics
Harold Halvorsen, Specifications, Bethpage, Aircraft
Elaine I. Hewes, Op. I/O Scientific Cont., Bethpage, Data
Mary E. Hutter, Medical, Melville, Aircraft
Kenneth F. Keen, Adv. Progs. Ops., Bethpage, Aircraft
Francis W. Kratochvil, Prod. Ops. Mgmt., Bethpage, Aircraft
Kenneth G. Leib, Sys. Sciences, Bethpage, Aircraft
Marilyn K. Logue, Repro. Serv., Bethpage, Services
Stephen H. Lowe, ILS RF/Servo/Elect. TPS Eng., Bethpage, Aircraft
Richard R. Miller, Corp. Inst. Sys., Calverton, Aircraft
Robert H. Pargmann, Ind. Safety/Hygiene, Bethpage, Aircraft
Constance Perillo, Adv. Progs. Secty., Bethpage, Aircraft
George C. Rowe Jr., Production, Pt. Mugu, Aircraft
Joseph J. Sena Jr., ILS Equip. Des. Eng., Melville, Aircraft
William E. Sullenger, Flt. Avionics, Bethpage, Aircraft
George V. Wagner Jr., Prototype, Bethpage, Aircraft
Harvey Wapner, Conf. Data Mgmt., Melville, Aircraft
Raymond A. Winslow, Mgmt., Bethpage, Aircraft

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Next Edition: February 13

New Assignments

The following Grummanites recently received new assignments:

Data Systems

Business Operations - Richard Abbott, director, Business Management.

Information Systems - Mark Delaney, regional director of the Western Region.

Program Management - Robert E. Smith, program director, Naval Ocean System Command Project.

Information Services & Operations - Lester Fox, director, Intercorporate Services.

Aircraft Systems

Technical Operations - Michael Solon, principal engineer, Flight Control Integration; Joseph Popolo, principal engineer for Test Methodology in System Development and Integration; William Toolan, engineering specialist, Control System Laboratory Verification and Validation; Douglas Frei, section head, Loads and Dynamics; Donald Voigt, engineering specialist, Radar Waveform Analysis; Domenick Gargiulo, group leader, A-6E Power Plant Design; Douglas Lindeman, section head of Operations, Technology Development; Aglaia Stalb, section head, Resources; Samuel Dastin, director of Advanced Material, Technology Development; Barnett Frumkin, manager, Computer Systems Technology; Paul Schwartz, manager, Parametric Analysis, Technology Development; Fontaine Cleary, group leader - GEMS Application Development; John Berezuk, group leader, GEMS Software Development; William Herling, section head of Laboratories, Development Center; Phil Kleisler, group leader, F-14A Structural Test; Brian Schaaf, task leader of GEMS Tech. Support Team.

Integrated Logistics Support - Paul Damico, supervisor, Publications Control; Alexander Mintz, engineering specialist, Equipment Design Engineering.

Milledgeville Operations -John Noack, director, Technical Operations; Johnny Simons, group leader, Liaison Engineering; Walter Karl, group leader, Assembly Technology; Elaine Sheppard, group head, Materials and Processes; Larry Kolodzeski, lead engineer, Materials and Processes; and George Feres, MRB Engineering specialist.

GrummanWorld
January 30, 1987

(Photo by Rich Breunig)

Building Broad Shoulders

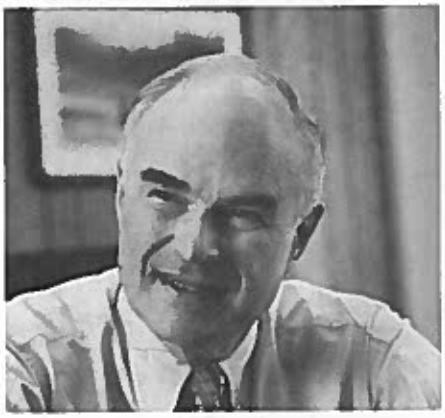
This F-14 wing box, being inspected in Building 2 in Bethpage by mechanics Sal Grecco (L) and Mike Pagano, looks like it was hewn from a block of titanium.

In fact, a number of pieces of titanium were bonded together by electron beam welding to make this the 17-foot long structure. In a vacuum, a beam of electrons follows the seam of two parts and heats the metal to 4,000 degrees Fahrenheit. The metal melts and mixes, in effect making the pieces as one.

The finished box serves two functions on the F-14. Like a pair of shoulders, it absorbs the loads on the the Tomcat's variable sweep wings. It is also a fuel tank.

The wings swing on the pair of hinges at each end of the box. The hinges themselves are strong enough that, if one of a pair is damaged, the other keeps the plane flying.

A Letter From The Chairman



On January 16, we announced that we would have to reduce our Long Island work force by 1,500 jobs; about 300 through attrition and the rest by a reduction in force. Notifications will begin in February.

There are many different ways of expressing these measures. Pick up any newspaper's business section and you'll read about companies "downsizing" or "streamlining" or "running lean." It all means the same thing: that people lose their jobs. Their lives are disrupted, their families are upset, and they must find another way to make a living.

At Grumman, when we are forced to make difficult choices, we never forget what it will mean to Grumman people. But as painful as those choices are, we must consider the overall health of the corporation. If our costs are too high, we will lose in competition for new work. If we can't give our customers the quality product they expect for the same price another company can offer, our customers will take their business elsewhere.

During our negotiations on the F-14D computer problems, the Navy — our biggest customer — has put considerable pressure on Grumman to reduce costs. Production of F-14 aircraft drops from 24 in 1986 to eight this year as we phase in the F-14A+ and then the F-14D. By moving some work around and reassigning people, we had hoped to be able to take up the slack. We have done quite a lot of that, but we couldn't do enough. The loss of the CASS contract didn't help.

All of this explanation is small comfort to those who are facing the loss of a job.

But if there is any such thing as a "good" time to have a reduction in force, then perhaps this is it. The unemployment rate on Long Island right now is among the lowest in the nation: jobs here are looking for people.

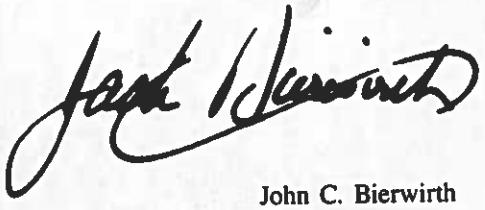
Fairchild Republic in Farmingdale has talked about the likelihood of closing its doors if funding for its T-46A program is not restored. If their luck doesn't change, about 3,000 of their people will be out looking for jobs later this year. I hope Republic will forgive me for saying this, but I'm glad that our people will be out there first for the best shot at the job market.

Grumman has roughly 1,700 suppliers and subcontractors on Long Island. We expect that many Grumman people will wind up working for those organizations. We will be sorry they aren't still at Grumman, but it will be good to know they are still working with us.

We will do everything we can to help people line up new jobs. That includes referrals to other Long Island companies, job counselling, and help with preparing a resume. And, although we can't pay moving expenses, we will give preferential consideration to those Grummanites who apply for openings at other Grumman locations.

Severence pay will be based on years of service.

We can't make severence painless — but we'll try to help people make the transition quickly and with dignity. They deserve no less than our best effort.



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Chairman

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